Mr. Smalley has devised a novel form of political campaign text-book, much more valuable than the customary lives of candidates, and much more attractive than the usual compendium of documents and statistics. In one handy and readable little volume he has contrived to pack away a remarkable assortment of information, alike for the private voter and the public politician. The contest of this year is in an especial manner a trial between opposing principles and tendencies, rather than a test of the personal popularity of distin guished leaders. The uncertain, vacillating voter, for whose instruction the literature of the cam paign is chiefly intended, will probably attach himself at last to that organization which best represents in his mind the promise of just governnt; and he will not be much influenced by comparing the adventures of nominees, both of whom have served their country and made a fair Hence the most effective Republican Manual is one which shows what the true character of the Republican party is; how it originated, what it has undertaken, what it has accomplished, how it differs from its rival in history, in principles, and in general drift.

The leading purpose of Mr. Smalley's book is to make just this desired exhibition. He begins therefore with " a brief history of the Republican party," including a sketch of the political controversies which preceded the regular formation of the present organization, and a very clear account of the various elements of which the Republican party was constituted. These chapters are so coldly dispassionate that the most zealous Democrat will be ready to admit the rigorous impartiality of the record, and will perceive how naturally secession and civil war grew out of the supposed material interests and the doctrines of government of which the Democracy had constituted itself the defender. The review of the attitude of the two parties during the war and in reference to the problems of reconstruction is well done, and its judicial tone adds not a little to its force. The history of the campaign of 1876 is so colorless that some Republicans will perhaps find fault with it. Certainly the Democratic operations of that memorable year might have been described with somewhat more vehemence and yet without any sacrifice of propriety. But if Mr. Smalley was to err at all it was better that he should err on the side of moderation. A campaign hand-book written in this spirit is a precious rarity. As a sample of the author's style, we may quote the chapter entitled, " A Few Words in Conclusion ":

is a precious rarity. As a salople of the author's style, we may quote the chapter entitled, "A Few Words in Conclusion":

In the foregoing chapters the main current of Republican action has been clearly traced, beginning with the hostility of the party to the extension of slavery, and continuing through its successive defence of the integrity of the American Union, its emancipation of the slaves, its recrgainzation of the rebellious States, its establishment of equal suffrage and equal citizenship for all, its defence of the public credit, and its resumption of specie payments. Outside of this main channel of patriotic activity it has accomplished many things which should not be overlooked, even in so brief a sketch as is given in these pages. It has steadily reduced the debt resulting from the war, and has paid off and cancelled the chormous amount of \$37,000,000 in the period between 1863 and 1880. At the same time it has been so successful in funding the principal of the remaining debt in low interest bonds that it has cheeted a saving, in the matter of interest alone, of \$71,000,000 a year, thus further lessening the burden of the debt. It steadily reduced taxation and public expenditures as long as it remained in power in floueress. It has greatly improved and simplified the protective tarial system, originated by the Whig party, and has by its legislation of the past twenty years so encouraced and sinclede American manufactures that they have increased more than fourfold and are now able to command our own markets and to compete in many lines with the manufactures of other countries in the markets of the world. While opposing all monopolies, the keepilican party has had for its central idea in its tarif legislation the fact that the perpetuity of free institutions in this country requires an intelligent laboring class, and that such a class cannot exist upon the paper was a substance of the country to navigation, improved its harbors, and connected the Atlantic with the Pacific coast by great railway lin The platforms of the successive National Con

ventions of the Republican party are given in full, and there is an entertaining appendix containing a selection of ruined and abandoned principles from the Democratic platforms of the same period. Mr. Charles T. Congdon contributes an interesting chapter on "Early Republican Leaders," distinguished as "examples of fidelity to great principles and to ideas worthy of the support of the American people." There are tables of political and financial statistics, both sorts of figures being appro printely included under the general head of Republican Victories," The second half of the book is devoted to the candidates. Mr. Smalley supplies a compact and readable life of General Garfield, and Mr. E. L. Murlin contributes a well written sketch of General Arthur. Copious selections from General Garfield's speeches will also the found in this comprehensive and useful little volume. We have spoken of it as a campaign manual it has a serious permanent value; and when the needs of the day have been satisfied it will take its place in the library of political knowledge,

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Elysia. Anc. 28. 11 a. m. | Victoria. Sept. 4, 3 p. m. |

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HENDERSON BROTHERS, Agents, 7 Bowling Green. beat.

AMERIQUE, B Joucia. Wednesday, Aug. 25, 9 a. m. FRANCE, Trudelle. Wednesday, Sept. 1, 3 p. m. CANADA, Frangeul. Wednesday, Sept. 8, 8 a. m. Cheeks quaw no Ucroit Lyonnias, of Paris, manounits to sait. LOUIS DE BEBJAN, Areat. No. 6 Bowling Greea.

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Hamburg Anostican Packet Company's Line for PLYMOITTH, CHERBOURG, and HAMBURG.

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Races of passage to Plymouth, London, Cheroourg, Hamburg, and at Joints in the south of England: First Casin, \$100; Second Cabla, \$60; Steerage, \$30, found trip at reduced rates. Steerage from Hamburg or Havre, \$28, KUNHARDT & CO., C. R. RICHARD & CO., General Agents, No. 61 Broadest, N. Y.

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Return tickets at reduced rates. Prepail steerage certification. \$25.

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NOTICE.—The scenner of this Line tags Licerena's Many's Lane routes at all scasons of the year.

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These first-class steamships sail regularly at 3 p. m. from Pier No. 3. North Eiver, as Iolows.
SANTIAGO DE CEBA Capt. Foote. Wednesday Aug. 18. (Accommodations insurpassed.) For freight or passage apply to WILLIAM PS. LYDE & CO., No. 35 Broadway.
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CLYDE... Satunday, Aug. 21 noon.
Connecting for Central and South America and Mexico.
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CITY OF NEW YORK... Saturday, Aug. 28, noon.

Or on arrival of London mails at 8an Francisco.

Passengers forwarded to 8a. S. FRANCI-CO, 8an DWICH
ISLANDS, JAPAN, CHINA, NEW ZEALAND, AUSTRALIA, SOUTH AMERICAN, CENTRAL AMERICAN and
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For freight, passage and general information apply at
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P. Steamers leave WATSON'S STORES, Brooklyn.
P. CALANO, Wed. Aug. 181 GOTTERDAM, Wed. Aug. 25.
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18t Cabin. \$40-470. 2d Cabin. \$45-456. Steerase, \$26. H.
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These steamers carry neither cattle, sheep nor pigs. For inspection of plans and other information apply at the Company's Offices, No. 37 Broadway, New York, or No. 140 Walnut-st., Philadelphia.

R. J. CORFIS, Agent.

UNITED STATES EXCINERE OFFICE, ARMY BUILDING, NEW YORK, Aug. 3, 1880.

IMPROVEMENT OF THE ST. JOHN'S Biver, Florida, and the entrance to Cumberland Sound between Florida and deorgia.

SEALED PROFOSALS, in duplicate, addressed to the undersigned, will be received at this office until 12 o'clock, noon, on the 31st day of August, 1880, at which time and place they will be outened in presence of bidders, for constructing jettles at the mouth of the St. John's River, Florida, and also at the entrance into Cumberland Sound between Georgia and Florida. The two works will be let separately and the proposals therefor moust be submitted in separate envelopes.

Specifications, instructions to bidders, and blanks for pro avelopes.

Specifications, instructions to bidders, and blanks for proosals may be obtained at this office, on application by incading bidders.

Lieutenant-Colonel of Engineers, U. S. A.

Lieutenant-Colonel of Engineers, U. S. A.

PROPOSALS FOR THE IMPROVEMENT
OF VARIOUS STREETS IN THE CITIES OF
WASHINGTON AND GEORGETOWN. D. C.
ESGINEER DEPARIMENT, DISTRICT OF COLUMNIA,
WASHINGTON, August 18, 1889.

By direction of the Board of Commissioners, Sealed Proposals
will be received at this office until 12 o'cloca un on Monday,
August 30th, 1889. for improving various strects in the Cities
of Washington and Georgetown, D. C.
Blank forms of proposal and specifications can be obtained
at this office, with all necessary information, upon application
therefor, an: bids upon these forms will alone be considered.
The right is reserved to reject any or all bids, or parts of
bids.

Major of Engineers, U. S. A. Engineer Commissioner D. C.
Office of The American Railway

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OFFICE OF THE AMBRICAN RAILWAY
IMPROVEMENT COMPANY, 80 Broadway, N. Y. J

PROPOS ALS Will be received at this office
until August 20, for the Clearing, Graining, Bridging,
structures, Water Stations, Shops, Track-laying and Ties
for the Pirst Div sion of the New Orleans Facine Railway,
extending from Shreveport to Lecumpie, La., about 140
miles; also our the Bruging of the Acturalaya River, on the
Second Division. For terms of payment, plans, specifications,
and all information, apply at this office.

G. M. DODGE, President.

MINES AND MINING.

THURSDAY, Aug. 19-P. M. The improvement in mining shares continues, and to-day extended even more generally over the whole list than it has before. The business done at the two Mining Stock Exchanges was large. But the transactions in Hukill amounted to 22,000 shares less than yesterday's business, having been 16,850 shares at the old Board and 10,000 shares at the American Board. The stock, however, is still the key-note to the whole market, and a further advance of 10 cents was established at 2.05 paid and bid at the close. Green Mountain was dull but firm at about 3.60, and Rising Sun, which is under the same management, maintained its advance at 1.95. To-morrow the last-named stock will be quoted ex its monthly dividend of 5 cents per share. The Leadville properties were active and strong; Chrysolite rising from 75s to 77s. Little Chief from 4.35 to 4.60, South Hite from 1.35 to 1.40, Leadville from 60 to 63@62, and Amie with a large business rose from 85 to 91, closing, however, at 86, and Climax, as an exception, was 5 cents weaker at 1.85. Consolidated Virginia was in good demand, and its price advanced 10 cents to 3.35, and California rose from 2.05 to 2.45. The specialties of the American Board—Barbee and Walker, Amburn and Rock Creek, Battle Creek and Silver Nugget—presented no special features, being steady within narrow fluctuations. A large business was done in some of the low-price stocks. Rappahannock was very active, and rose from 30 to 34@33. Calaveras was 4 cents higher at 59, and Buckeye 2 cents at 32. Moose was 3 cents lower at 72, and Gold Placer 4 cents lower at 78. Bonanza Chief was steady at 34@35. We note sales of Goodshaw at 1.10@1.05. Bodie at 614@612. Bulwer at 2.65@2.75, Mono at 3.40, Union Consolidated at 37, Roben on Consolidated at 97, Father de Smet at 83@812, Caledonia Black Hills at 1.70. Eureka Censolidated at 1512@135s. Mexican at 14, Ophir at 87s, and Columbia Consolidated at 31.5@33s. The markets closed quiet and strong. 63@62, and Amie with a large business rose

N. Y. MINING STOCK EXCHANGE SAUBL SECOND CALL-12:30 P. M.

THIRD CALL-2:30 P. M.

AMERICAN MINING STOCK EXCHANGE SALES. FIRST CALL-10:30 O'CLOCK A. M.

Ataie Ry-and-Bye Mayflower 700, b5, 1.95 100 at0 .83 500 b30, 1.10 500 .75 700, b5, 1.95 100 .84 Catifornia 300, 85 1000 .215 Eurreka Con 200, .85 1000, 215 50 .15 50 .00 .85 100 100 b5, .86 Con Virginia 2000, s10, .85 100, b1, .85 10, .8

SAN FRANCISCO CLOSING PRICES. SAN FRANCISCO, Thursday, Aug. 19, 1880. Yesterday, To-day

INVITELEGRAPH TO THE TRIBUNE. SAN FRANCISCO, Aug. 19.—The excitement in the mining market is at a higher pitch than at any time since the beginning of the present movement, two weeks ago. The traders are perfectly amazed at the since the beginning of the present movement, two weeks ago. The traders are perfectly amazed at the revival and advance of prices, and are correspondingly discussed at being unable to "call the turn" for a profit. Between the morning boards Union touched \$35, the other North-enders in proportion, At 11 o'clock prices ruled lower. Over 70,000 shares of different descriptions of stocks were recorded during the forenoon at the Exchanges. Chollar and Scorpion seld assessments delinquent, 50 and 10 cents respectively.

Tucson, A. T., Aug. 19.—In the Empire mine, Tombstone, the main working shaft is down 370 feet, the bottom in ore. The west cross-cut from 200-level is in 235 feet, the lace being in good milling ore. The extent of the ore body is not yet known.

known.

Seven bars of bullion, valued at \$10.684 19, were received in this city from the mines yesterday.

The assay value of the ore in the north drift of Bodie runs from \$115 to \$550 per ton. The ore in the south drift gives from \$17 to \$53, and that in the east winze from \$28 to \$254 per ton.

General Bean, president of the linez Gold Mining Company, has returned from a visit to the property of the company, which is situated in El Dorado County, Cal. He states that there is a shaft down 140 feet, showing a body of ore 14½ feet wide, which gives a milling result of \$8 per ton. An incline is being run on the vein, and in a short time 50 tons per day will be taken out. The company propose to creet a 20-stamp mill and have it in operation by the 1st of November.

The Georgetown miner, of August 7, describes at some length; the Colorado Central Mine. It is situated on Leavenworth Mountain, and is worked through a tunnel. From the tunnel level shaft No. 1 has been sunk 175 feet. Shaft No. 2 west is 150 feet deep, and both tunnels are being sunk vigorously. In the first level, east of the main wing, the

I has been sunk 175 feet. Shall No. 2 west is 150 feet deep, and both tunnels are being sunk vicorously. In the first level, east of the main winze, the lessee is stoping fine ore; on the second level is a 14-inch streak of ore that mills 800 ounces. Work is being pushed also on all the other levels.

The Columbia Consolidated Mine shipped to the Bank of California \$4,420 in builton on the 18th inst.

Mining.

BASSICK MINING COMPANY.
LOCATION OF MINE, ROSITA COLORADO.
Capital atock, \$10,000,000: in 100,000 shares; par value, \$100,
OFFICERS AND DIRECTORS
FRANK G, BIOWN, President,
DENNIS SYAN, Vice-President,
WALLEY, COLORADO. WILLIAM S. HOYT, Treasurer. HENRY CUMMINS, Secretary.

Principal office, No. 44 Wall-st., New York,

Mlining.

A LTA MONTANA COMPANY.

Capital, \$5,000,000. Shares, \$10 each. Unassessable.
OFFICERS-President, W. W. Wickes. Vice-President,
Michael Snow: Secretary, R. F. Bruoke. DIRECTORS-W.W. Wickes, A. S. Barnes, Alanson Trask, L. M. Sheldon, Michael Snow, New-York: S. T. Hauser, Cole

OFFICE 16 AND 18 WALL STREET. A SPECIAL MEETING of the stockholders of the WYANDOTTE SILVER MINING COMPANY will be beid at the ST. JAMES HOTEL, New-York, on the 7th of SEPTEMBER, 1880, at 11 a. m.
Y. A. PULLINGER, Secretary. BONANZA CHIEF GOLD MINING CO.

Capital, \$1,000, 0. Shares, \$1 each, massessa ble.
President, W. W. WICKES, vice-president, MICHAEL
SNOW: secretary, R. F. BROOKE
Libroton—A. S. BARNES, H. A. RICHARDSON, G.C. ROBINSON, A LANSON TRASK, W.W. WICKES, MICHAEL
SNOW, ON New-York: COLE SAUNDERS, Montana For particulars inquire at the office, 16 AND 18 WALL STREET

COPPER KNOB MINING CO.

MINES: GAP CREEK, ASHE CO., N. C.
Capital Stock, #500,000. Shares, #1 ca.in.
Registrars of Stock, Mining Trust Company.
G. B. Flint, President; Wm. Brandrett, Vice-President and Treasurer; Edwin H. Mulford, Secretary.

M. Eannes, M. E., Superintendent.
OFFICE OF COMPANY, 52 Bright Company. CENTRAL ARIZONA MINING CO.

Location of Mines, Maricopa County, Arizona. Capital, \$10,000,000: Shares \$100 each, WM. BOND, President, J. M. SEYMOUR, Treasurer. Offices, No. 30 Broad-st., New-CROWELL GOLD MINING COMPANY. Mines, Bilesville, Stably Co., N. C.
CAPITAL, \$500,000.
Registrars of Stock, Union Trust Company of New York.
G. B. FLINT, President.
E. B. MCCARTY, Vice-Pres.
WM. BRANDRSTH, Treas.
R. HALL, Jr. Secretary.
R. A. Birdsall and R. Eames, Superintendents.
Coffice of Company, 52 Broadway, New-York.

EAGLE RIVER CONSOLIDATED MINING COMPANY,

Organized under the Laws of New-York. Principal Office, 137 Broadway, N. Y.
Own thirty mines and one unit site situated in Eagle River
District, Summit County, Col.; capital \$10,000,000; 1,000,000 shares ; par vaine of \$10; stock full paid and unassessable.

Hop. CALVIN T. HULBURD, President. E. A. MERRITT, Vice-President.
MARTIN THATCHER, Secretary and Treasurer TRUSTEES-Abel D. Breed, Charles Waite, Jr., Edwig A. Merritt, Hon. Adelbert Ames, Jonas G. Reed, Frederick W. Crocker, Hon, Calvin T. Hulourd, Anthony Glikison, Heary

D. Atwater, Martin Thatcher, John F. Clark, Chauncey T GLYNN-DALE CONSOLIDATED GOLD Location of principal place of business, San Francisco

MORNING STAR CONFOLIDATED MINING COMPANY. Organized under the laws of New-York.

Location of Minea CARBONATE HILL, LEADVILLE, COLURADO, Capital Stock, \$6,000,000 S00,000 Shares, Par Value, \$20. STOCK FULL PAID AND UNASSESSABLE.

GENERAL OFFICES of the Company: No. 79 Cenar-st., New York.
DEPOSITORY: Continental National Bank, New York,
REGISTRAR OF TRANSFERS: Central Trast Co., New York.

President, Hon. JNO. 1. GOUTT. Vice-Frest ent. FRED TAYLOR. Secretary, O.EO. S. TERRY.
General Manager of the Mines, JOS. W. WATSON.

TRUSTEES TRUSTEES.

Hon. Jno. L. Routt, ex-sovernor of Colorado: Joseph W. Watson, Z. E. Elkin, Fred. Taylor, S. V. White, Bela S. Buell, Geo. S. Terry.

NORTH HITE AND YOSEMITE GOLD

MINING CO.

OF MARIPOSA COUNTY, CAL.
Capital \$1,000,000, divided into 500,000 shares of \$2 each;
unussessable.

E. H. SPOONER, President.
L. F. SEAMAN, Secretary and Treasurer.
T. W.H.LIAMS, General Account.
W. F. CLEW. Lo. Financial Agent.
Office 58 Broadway, rooms 22 and 22.
A finited amount of stock for arie at 50 cents per share.
Lying adjacent to the famous flic Mine, this property recommens a self to prudent investors.
Prospectus mailed on application.

RISING SUN GOLD MINING CO. Location of Mines, Pincer County, California, Capital \$750.000; 150.000 Snares; 55 euc., H. C. BIDWELL President; L. D. COETRIGHT, Secretary and Treasurer Offices, No. 18 Wall-st, New-York.

ROBERTSON ELECTRIC
ORE REDUCTION COMPANY,
Organized under laws of the state of New-York,
Capital Stock, \$5,000,000 shares, par value, \$25.
Eull paid and unassessable.
LINDLEY F SEAMAN, secretary and Treasurer,
This company is now prepared to sell licenses for the use of
their process, which retinces all classes of recoellous and raitactory orea, except those containing lead, at a cost of \$5 per
ton. All infringements upon the pateuts owned by the company will be promptly prosecutively.

pany will be promptly presented.

Principal office, from: 23 and 24, No. 58 Broadway, New-York.

PLEAGRAPH CONSOLIDATED MINING CO PHON REB DISTRICT, PINAL COUNTY, ARIZONA. CAPITAL SUGIA, SZAMA,000; IN 100,000 \$25 SHARES, OFFICERS: carnest A, Des Marris, President I, N. Y. Stock Exchange); C. C. Marphy, Vice President: Lindley E. Seaman, Secretary and Treasurer, Board of Triastees— Theodore Williams, Vernon Seaman, C. C. Murphy, W. F. Chwell, John A. Robertson, Financia A gent-Cheodore Williams, (N. Y. Minng Exchange), No. 88 Broadway, New-York, Register of Transfers in Sew York—Union Trust Company, Counsel—Remington Vernam, No. 198 Besad-way, New-York; Hon, A. W. Biair, San Francisco, Cal. Minng Superintendent—F. E. Benfon. (FFICE: NO. 58 BROADWAY, NEW-YORK.

A DVERTISEMENTS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UP TOWN OFFICES, No. 1,238 Broadway, oor, Thirty-dirst-at, or No. 398 West Twenty-dirdst, corner Eighth-ave, No. 92 East Fourteenth-st, corner Un on-square, 760 Taird ave, cor. Forty-aeventh-st, at the HARLEM OFFICE, No. 2,281 Third-ave, cor. One-hundred-and-twenty-fourth-st, (Hattem Savings Bank Building), up to 8 p. m., regular officerates.

BERKSHIRE HILLS.—The Claffin House, D Beckel, Mass., offers special inducements to tourists who wish to visu these famous hills in September and October prices reduced after August 29. Address A. G. CROSS, Proprietor. ELBERON HOTEL, LONG BRANCH.—Most unique family seaside resort in America; will remain open September and October. For rooms address as above. C. T. JONES.

GLEN RIDGE, CORNWALL, N. Y.-House GLEN RIPOL. cross ground: gas, water, wood-fires tresh vegetables, milk carriagus, stages, &c. ou place.
J. G. ROE.

HEATH HOUSE,
Schooley's Mountain Springs, N. J., will remain open
ouring the fail months. Pure sir, no mo-quiltoes, no malaria;
heathfest spot in the United States; fine drives and magnincent anumm scenery. Celebrated springs for kinney
diseases. Four hours from Phila, via Bound Brook; three
hours from New-York via Del., L and W. or Central R. R. of
N. J.
J. WARREN COLEMAN, Manager.

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JAMES SLATER,
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Highland Falls, N. Y.

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Adelightful resort for tired business men and their families seeking Summer rest. Seven hundred feet higher than the Hurson. Abundant shade, good bosting, ba hing and charming drives; one and a half hours from New York. Terms very moderate. Address.

P. O. Eex 342, Peckskill, N. Y.

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JERSEY.—Five miles at sea, on the Island of Lon Beach; certain relief for hay fever; send for dremars. DARNELL & BURBY. PROSPECT PARK HOTEL
CATSKILL, N. Y.
FIRST-CLASS ACCOMMODATIONS FOR 400.
OPEN UNTIL OCTOBER 1.

PROSPECT PARK HOTEL COMPANY. L. F. BOGARDUS, Manager.

SPRING HOUSE, Block Island, R. I.; open "THE PARRY HOUSE, BEACH HAVEN,

Five miles at sea; two hundred yards from the ocean; five minutes wais from the bay; utsurpassed for sure batning, fasting, sating, etc.; positive relief from sathma and "hay fever;" good accommodations for two hundred and fifty guests; best-rooms furnished with: spring beds and talf man between the satisfaction of the best-rooms furnished with: spring beds and talf man between the satisfaction of the best-rooms furnished with: spring beds and talf man between the satisfaction of t

Legal Notices.

IN pursuance of an order of DELANO C.
CALVIN. Esq. Surrogate of the County of New-York,
notice is bereby given to all persons having claims against
EDWARD COLLOY, into of the city of New-York, deceased,
to present the same with vouchers thereof to the subscriber,
at the office of W. T. Birdsall, No. 202 Broadway, to the City
of New-York, on or before the 18th day of October next.

-Dated New-York, the 15th day of April, 1880.
(ClasymosFit.)

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE. AUGUST 19, 1880.

THE GENERAL LIST.

otal sales for the day

BONDS AND BANK STOCKS.

10 o'clock to 12 o'clock.

12 o'chock to 214 o'chock.

212 O'CLOCK TO 3 O'CLOCK.

CLOSING PRICES OF PHILADRIPHIA STOCKS.

City 6a, new ... 126 127 | Northern Pac, pref. 54 4, 5

CLOSING PRICES OF BOSTON STOCKS.

Yesterday. To day.

Yesterday, To-day,

| Yesterday, To day, | Water Power | S³₄ Sil₁₄ | Boston Land | S³₅ | Sil₁₄ | Boston Land | S³₅ | Sil₁₄ | Boston Land | S³₅ | Sil₁₄ | Hint & Pere Mar. | 23¹⁴ | 23¹⁴ | A d Top, 1st 7s. | 119 | 119 | N. Y. & N. Eng. | 40 | 39¹⁵ | Do. 2a 17s. | 116¹⁵ | 116¹⁵ | Og. & L. Cham. pfd | 77 | 75 | Do. 2a 17s. | 116¹⁵ | 13¹⁵ | Og. & L. Cham. pfd | 77 | 77 | Do. 1and ss. | 134 | 13¹⁵ | Airti & Erie 7s. | 42¹⁵ | 42¹⁵ | 42¹⁵ | Col. & Ark. Val. | 92 | 52 | E. R. R. S³₂ snow | 93¹⁵ | 93¹⁵ | Rutland common | 7¹⁵ | 7¹⁵ | Kan. Cy. & Lawreo | 92 | 91¹⁵ | Rutland common | 7¹⁵ | 7¹⁵ | Kan. Cy. & Lawreo | 92 | 91¹⁵ | Allones M¹ng Co. | 4 | 4 | 44¹⁵ | A. & Top. R. R. | 118 | 117¹⁵ | Catalpa | 12¹⁵ | 116¹⁵ | A. & Top. R. R. | 118 | 117¹⁵ | Duncan silver | 25¹⁵ | 23¹⁵ | Fost. & A. R. R. | 50 | 150 | Eost. & Mc. R. R. | 50 | 150 | Eost. & Mc. R. R. | 50 | 50 | Eost. & Mc. R. R. | 50 | 50 | International | 5¹⁵ | 5¹⁵ | Sur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15¹⁵ | Paur. & Mo. IN Neb. 15¹⁵ | 15

We are indebted to the courtesy of the Vice-Pres-

1879.

Deduct— 6.873,272 8,917.750 Inc. 773,950 Interest on bonds. 3,261,792 3,322,015 Inc. 80,222 Rental of leased roads 1,261,792 1,262,793

Chicago & Tomah Haironad 9,442 Inc. 9,442 Totalfirst charges 4,595,644 4,837,580 Inc. 251,936 Balances 2,287,628 4,080,170 Inc. 1,792,542

449,478- 1,956,046

A dividend of 3 per cent on the common stock,

amounting to \$149,475, was also declared on the

2,124,124

gross earmings from passengers.
From freight From express.
From mal From miscellaneous Toos.
Operating expenses and taxes.
Net earnings.
Deduction bonds.

roads
neboygan & Fond
du Lac Railroad,
the Sheboygan &
Western Railway,
Galena & Wisconsin Railroad, and
Chicago & Tomah
Railroad

Balances. 2,287,628
Deduct for dividends paid for last
year—
7 per cent on preferred stock. 1,406,568
3 per cent on common stock 449,478—
Surplus for year
enied May 34, '80

\$3,240,695 \$3,737,342 Inc. \$496,647 10,537,367 12,897,777 Inc. 2,250,469 270,229 285,762 Inc. 15,531 282,346 292,091 Inc. 9,784 150,330 136,374 Dec. 15,955 14,586,921 17,349,349 Inc. 2,768,427

Actual Sales. Closing Share Sold.

140,116,884 carried one mile, showing a sale pn'g Hig't Low't Final. Bid. |Ask'd 2072100 per cent, while the rate received per pasenger per mile decreased from 279100 the previous | 108 | 108 | 108 | 108 | 107 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 107 | 108 | 108 | 107 | 108 | 107 | 108 | 108 | 107 | 108 | 108 | 107 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 year to 267100 cents, or 430100 per cent. The redation in rates is equal to \$171,918 11 on the page ger business of the year. Compared with the previous year, there increase of \$2,260,409 93 in freight ear 214 per cent. The number of tons of freight carried during the year was.
The amount carried in the preceding year was. Chic. & Atton. | 15 4 | 115 4 | 115 4 | 116 | 117 |
Chic. & Att. 6 | 125 6 | 125 5 | 125 5 | 125 | 125 |
C. St. P. & M&U | 44 | 44 | 44 | 44 | 44 |
Do pret. | 84 | 44 | 44 | 44 | 44 | 44 |
Do pret. | 86 | 100 9 | 100 9 | 100 9 | 100 9 |
Chic. & N. & Di | 120 | 120 | 120 | 120 | 120 |
D. Mill. & St. P. & St. | 88 | 89 | 88 | 88 |
M. & St. P. & St. | 125 | 125 | 125 |
D. M. & St. P. & St. | 88 | 88 | 88 | 88 |
M. & St. P. & St. | 110 9 | 111 |
Chic. & N. & Di | 120 | 120 | 120 | 120 | 120 |
D. Mill. & St. P. & St. | 88 | 88 | 88 | 88 |
M. & St. P. & St. | 120 | 120 |
Denver & Right | 10 | 10 | 10 | 10 |
Denver & Right | 10 | 10 | 10 |
Huon constraint | 10 | 10 | 10 |
Huon constraint | 10 | 10 | 10 | 10 |
Huon constraint | 10 | 10 | 10 | 10 |
Huon & Charter | 10 | 10 | 10 |
Huon & Charter | 10 | 10 |
Huon & Charter | 10 | 10 | 10 |
Huon & Charter | 10 | 10 |
Huon & Charter | 10 | 10 |
Huon & Charter | 10 | 10 | 10 |
Huon & Charter | 10 | 10 | 10 |
Huon & Charter | 10 | 10 | 10 |
Huon & Charter | 10 | 10 | 10 |
Huon & Charter | 10 Increase 3058, on per cent, or ... Increase The average rate received per ton was \$2311 and the rate per ton per mile was 149100 cents, a against \$249100 and 156100 cents respectively in the previous year. The percentage of decrease in the rate per ton was 723100, and in the rate per ton per mile 449100 per cent. This decrease in the average rate per ton per mile, if applied to the entire movement of freight, would be equivalent to a reduction of \$610,411 34 on this branch | Lare shore... | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085| | 1085 of traffic during the year. The bonded debt of the company was increased during the year \$2,929,000 to a total of \$50,135,000. The number of miles of road owned, leased and operated May 31, 1880, was 2,512 miles against 2,155 miles May 31, 1879. The average number of miles operated during the entire year ended May 31, 1880, was 2,216. Thus far there is every reason for the stockholders of the company to be congratulated

1.100

\$2,437,455.

upon so gratifying a result. But this balance-sheet fails to present the cash in hand that the previous statement warranted as expectation of. In fact, it shows a floating debt, including the dividend declared as payable on June 20 and exclusive of the coupons due June 1, of \$1,725,741. The following are the figures of cash assets and liabilities abstracted from the balance-May 31, 1880 - Bills receivable.

Due from express company
Due froit United States Government.

Due from sundry companies and individuals.

Due from station agents, etc.

Cash on hand. 822,478 8,457 48,122 178,203 8×4,451 1,669,766 CASH LIABILITIES May 31, 1880.—Balance due leased roads in Iowa. Current biles, pay-rolls and accounts. Coupons, old dividends, and coupons to mature June 1, 1880. Dividends declared, but not payable till June 29, 1880.

amount of dividends declared for the

The percentage of operating expenses to car

and taxes 4800100 per cent, as again

spectively in the preceding year. The whole

amounted

5,574,658 4,295,837

. 184.031,231

and taxes 100 100 per cent and 5286100 per cens is

was 4640100 per cent, and of operating ex

novement of passengers

Balance of receipts from land grants... Total cash liabilities reported..... Apparent deficit in cash assets.... 1,725,741 But in addition to the cash liabilities above stated, there was due June 1, 1880, six months' interest on about \$20,000,000 of bonds, a cash liabile ity of \$750,000, that does not seem to appear in the company's statement.

The business done in stocks to-day amounted to 179,400 shares against 155,029 shares for yesterday. The character of the market is proved by the final results to have been unusually deceptive. All day the market seemed to be very strong, although feverish. Yet, leaving out Delaware and Hudson of the coal stocks and the shares of the elevated railroads, no important advances were established in the final transactions, and in a majority of instances prices closed lower than they did last evening. The elevated railroad stocks were especially strong, the speculation running to Manhattan stock, which rose from 2912 to 3114, closing at the highest 29,003. 106 5,000 111 5,000 75 5,000 174 5 5,000 75 6,000 110 5,000 75 6,000 105 5,000 105 5,000 75 6,000 105 5,000 105 5,000 75 6,000 105 5,000 105 5,000 105 5,000 105 5,000 105 5,000 105 5,000 105 5,000 105 5,000 105 5,000 105 5,000 15 figure, and New-York and Metropolitan following with a small business, up to 9312 and 114 respectively. For these movements no reason is given, and the relative value of the stocks depends upon the decision of the Arbitration Commission, which has not yet finished taking testimony in the case, But it is stated that the completion of the Second Avenue Line to Harlem River already has resulted Avenue Line to Harlem River already has resulted in greater benefits than were anticipated. St. L. K. C. & N. St. L. & N. O. 1st. L. O. O. L. O. St. L. & N. O. 1st. L. O. O. L. O. St. L. & N. O. 1st. L. O. O. L. O. St. L. & N. O. 1st. L. O. O. L. O. St. C. & I. C. I. St. C. & St. C. & I. St. C. & St. C. & St. C. & St. C. St. C. O. St. C. & St. C. O. St. C. O. St. C. O. St. C. O. St. C. & St. C. O. O. St. C. O. St. C in greater benefits than were anticipated, last figures, and Nashville, Chattanooga and St. Louis made a brush from 7238 up to 7334, but closed weak at 72. The high-price investment stocks were fairly strong with a small business. The markets closed irregular and near to the point of being weak.

There was not a transaction in Government bonds at the Boards. Prices were steady and unchanged, except that the biddings for 6s of 1880 followed yesterday's decline of 1s per cent for the 6s of 1881. District of Columbia 3-65s were at 994 and 994 seller 20 days. Annexed are the closing quotations!

U.S. 68 780, reg., 1024 1024 | U.S. 48 1907, reg. 1.95 110 U.S. 68 89, roun. 1024 1024 | U.S. 48 1907, reg. 1.95 110 U.S. 68 89, roun. 1024 1025 | U.S. 48 1907, reg. 1.95 110 U.S. 68 81, reg., 104 8 104 105 U.S. 68 81, reg., 1028 1029 U.S. C.S. 68 81, reg., 1028 1029 U.S. 68 81, reg State bonds were duil, with sales only of Alabama class A, at 6314, and South Carolina non-fundable at 312. Annexed are the quotations :

ident of the Chicago and Northwestern.

Company for advance copies of that company's annual report for the year ended May 31, 1880. The report is unusually full and interesting, and makes a splendid show of results the year's business. We have space for only a brief synopsis of the important space for only a brief synopsis of the important of the company of the company of the important of the company of the c . do. 6s, 1ses

Of city bank stocks the sales included only 60 shares of Commerce at 134. The following were

| Bud. Asked | America | 140 | Merchants' Ex | 100 | Merchants' Ex | Merchants' Ex | 100 | Merchants' Ex | 100

Railroad bonds were dull, and with one or two exceptions the transactions in them and the changes an their prices were unimportant and insignificant. A good amount of business was done in Lehigh and Wilkesbarre consols at from 974 up to 974, with sales at 98; bayer 30 days. Erie second consols were quiet at 9012@9014, closing at 9038, and the funded 5s were steady at 85%. Missouri, Kansas and Texas first consols were 4 weaker at 1054, and the seconds sold at 67% against 67% yesterday. C., C. and I. C. firsts were 12 higher at 8714, the 4th of December last out of the surplus of incomes selling at 4014@4012. Mobile and Ohle \$481,400 90 belonging to the preceding year, as first debentures were in better demand from investshown by the last annual report: making the total ors and advanced from 81% to 82%, the second de-